

Ground Operations-Borax Bill Park and OHV routes (FINAL)

FOR OFFICE USE ONLY:

Version # _____

APP # 700400

1. Project Description

A. Statement of GO Activity

The City Of California City is located in eastern Kern County. The City is approximately 206 square miles, of which 180 miles is OHV riding area. The City is OHV friendly and is working to successfully manage OHV recreation within the City. Members of the OHV community come to California City to enjoy the desert, and to ride their off highway vehicles. Due to the large amount of off highway vehicles coming to the City, the City has offered them a place to ride. The City has opened up a business trail approximately 11 miles, into the middle of the City so the people can ride on a trail to have OHV access to stores and restaurants. Additional routes are planned to be opened for OHV use to access additional camping/OHV related service locations within business districts in the City. The trail is on dirt city routes that have been designated as combination use roadways for OHV/Vehicular travel.

The City has non-populated neighborhoods with existing dirt city routes that the City permits OHV use. There is over 1,000 miles of dirt city streets that the City has opened for OHV use. We will need signs to post which streets are open for combination use and rent equipment such as a grader or scraper as needed to maintain the main trails. The riding season in the City is almost year around. The City performs annual maintenance on these dirt streets but due to increase traffic from OHV,s the frequency of maintenance needs to be increased. When the roads and trails are used they at times become rough from the rain and traffic the emergency vehicles can not travel over the roads to assist any injured riders. Due to the amount of the people coming to the City we have expanded services to OHV users at the main park, called Borax Bill Park. At Borax Bill there are bathrooms, showers and fresh water available. The City has expanded the RV dump station so the people can dump the waste when leaving the OHV riding area. The lights at Borax Bill are solar. Annual maintenance is done to these units to maintain renewable energy.

Free riding maps are available at Borax Bill Station as well as a down-loadable map on the City's website. The maps indicate difficulty level. The maps available at the information center also show areas where OHV use is restricted or prohibited. Information about local permit fees as well as services are also available on the web-site. Information about M.S.F. courses that are held at Borax Bill is available at the Information Center. A partnership with a MSF instructor has been made with California City to specifically have the courses will held throughout the riding season.

The bathrooms at Borax Bill Park need to be maintained, and stocked with supplies for the 1000's of people that use them weekly. A service truck is used to transport signs, tools, and other equipment throughout the network of dirt City streets in order to perform the additional maintenance and manage OHV use. The truck needs fuel and undergoes routine service and repairs.

Personnel assigned to perform the majority of the trail maintenance are LE personnel. When slow periods occur, they will be performing Ground Operation duties to maximize the amount of work that can be performed during the grant cycle. This includes repairs, janitorial duties, replacing or fixing signs, and trail maintenance. There will also be several trail clean-ups scheduled throughout the year in which we usually get riders to volunteer and assist in this effort.

The next phase of the Borax Bill expansion is the placement of a desert education center where Law Enforcement and desert preservation organizations can co-teach desert recreation activities to visitors. This project will be funded by other resources in 2011-2012.

B. Relation of Proposed Project to OHV Recreation

The OHV community come to California City because of easy access. We have a location called Borax Bill Park where they can get fresh water, use the bathroom or take a shower. We have a place to throw away the trash so they don't leave it in the desert. We are one of the few places that allow OHV to ride on a trail into the City so they can eat at local restuarants. The equipment would help maintain the roads and trails in our area so the riders can enjoy riding in a safe

area for their family. By being able to maintain the roads, the first responders will be able to get to the injured people. If we are allowed to maintain the trail the the younger riders can enjoy the trail. There are a variety of trails with different difficulty levels throughout the city.

C. Describe the size of the specific Project Area(s) in acres and/or miles

The riding area is approximately 180 square miles. There are 100's of miles of dirt roadways that has been designated as OHV trails. Throughout the area there is a motorcycle track that is privately operated, open City lands for OHV recreation, and miles of abandoned city roadways that have been designated by the City as authorized OHV trails.

D. Location and description of OHV opportunities

There is a motocross track in the area. There is a trail to the town of Randsburg, Ca, along with a trail to Jawbone. The City's Riding area has become a hub that has access to several other riding areas which do not have adequate overnight camping. There are over 1,000 miles of old dirt routes that have been redesignated as OHV/dual routes. The City has started opening additional routes so riders can visit local establishments. Based on data collected through a local permit system, many of our OHV visitors come from the counties of: Los Angeles, Ventura, Kern, Fresno,Riverside and Tulare County.

2. Rerouting Requirements

Rerouting

- (a) Does your project involve rerouting of any roads and trails? ☐ Yes ☒ No

If response to question (a) is 'Yes', a Project timeline, conceptual drawings and site plans are required (See 'Attachments' tab at the top of the screen)

If response to question (a) is 'No', skip details related to rerouting

Additional Documentation

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1. **Project Timeline (Required if project includes necessary rerouting)**
2. **Conceptual Drawings and Site Plans (Required if project includes necessary rerouting)**

- 3 **Project-Specific Maps**

Attachments:

[Project Map](#)

4. **Optional Project-Specific Application Documents**

Attachments:

[Cal City Pictures](#)

Project Cost Estimate

FOR OFFICE USE ONLY:				Version # _____	APP # _____
APPLICANT NAME :	City of California City				
PROJECT TITLE :	Ground Operations-Borax Bill Park and OHV routes (FINAL)			PROJECT NUMBER (Division use only) :	G09-03-26-G01
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input checked="" type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration				
PROJECT DESCRIPTION :	<p>The City Of California City is located in eastern Kern County. The City is approximately 206 square miles, of which 180 miles is OHV riding area. The City is OHV friendly and is working to successfully manage OHV recreation within the City. Members of the OHV community come to California City to enjoy the desert, and to ride their off highway vehicles. Due to the large amount of off highway vehicles coming to the City, the City has offered them a place to ride. The City has opened up a business trail approximately 11 miles, into the middle of the City so the people can ride on a trail to have OHV access to stores and restaurants. Additional routes are planned to be opened for OHV use to access additional camping/OHV related service locations within business districts in the City. The trail is on dirt city routes that have been designated as combination use roadways for OHV/Vehicular travel.</p> <p>The City has non-populated neighborhoods with existing dirt city routes that the City permits OHV use. There is over 1,000 miles of dirt city streets that the City has opened for OHV use. We will need signs to post which streets are open for combination use and rent equipment such as a grader or scraper as needed to maintain the main trails . The riding season in the City is almost year around. The City performs annual maintenance on these dirt streets but due to increase traffic from OHV,s the frequency of maintenance needs to be increased. When the roads and trails are used they at times become rough from the rain and traffic the emergency vehicles can not travel over the roads to assist any injured riders. Due to the amount of the people coming to the City we have expanded services to OHV users at the main park, called Borax Bill Park. At Borax Bill there are bathrooms, showers and fresh water available. The City has expanded the RV dump station so the people can dump the waste when leaving the OHV riding area. The lights at Borax Bill are solar. Annual maintenance is done to these units to maintain renewable energy.</p> <p>Free riding maps are available at Borax Bill Station as well as a down-loadable map on the City's website. The maps indicate difficulty level. The maps available at the information center also show areas where OHV use is restricted or prohibited. Information about local permit fees as well as services are also available on the web-site. Information about M.S.F. courses that are held at Borax Bill is available at the Information Center. A partnership with a MSF instructor has been made with California City to specifically have the courses will held throughout the riding season.</p> <p>The bathrooms at Borax Bill Park need to be maintained, and stocked with supplies for the 1000's of people that use them weekly. A service truck is used to transport signs, tools, and other equipment throughout the network of dirt City streets in order to perform the additional maintenance and manage OHV use. The truck needs fuel and undergoes routine service and repairs.</p> <p>Personnel assigned to perform the majority of the trail maintenance are LE personnel. When slow periods occur, they will be performing Ground Operation duties to maximize the amount of work that can be performed during the grant cycle. This includes repairs, janitorial duties, replacing or fixing signs, and trail maintenance. There will also be several trail clean-ups scheduled throughout the year in which we usually get riders to volunteer and assist in this effort.</p> <p>The next phase of the Borax Bill expansion is the placement of a desert education center where Law Enforcement and desert preservation organizations can co-teach desert recreation activities to visitors. This project will be funded by other resources in 2011-2012.</p>				

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
Agency: City of California City
Application: Ground Operations-Borax Bill Park and OHV routes (FINAL)

2/27/2010

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Maintenance Worker Notes : Regular Maint performed during off-season/Non-busy periods by Full-Time LE Officers (20% of the year). NOTE: LE Officers assigned to OHV program would be: 75% LE (LE Grant), 20% Ground Operations, 5% Non-OHV - Covered by City payroll)	1664.000	45.680	HRS	57,009.00	19,003.00	76,012.00
	Seasonal Maintenance Worker Notes : Off-Season Repairs to facilities, trail maint., etc. will be done by LE personnel (Part-Time Reserves, or other non-sworn personnel).	400.000	20.000	HRS	8,000.00	0.00	8,000.00
	Heavy Equipment Operator Notes : Matching of City personnel or Police staff not paid under the grant that would be assisting in trail maint., where their experience or City duty as a heavy equipment operator would be used.	160.000	43.000	HRS	0.00	6,880.00	6,880.00
	Other-Volunteer Wkr Notes : Volunteers assisting in trail maint and clean up days throughout the season	200.000	15.000	HRS	0.00	3,000.00	3,000.00
	Park Attendant Notes : Resident personnel or assigned City staff that would have duty for routine maint. of Borax Bill Park.	624.000	20.000	HRS	0.00	12,480.00	12,480.00
	Total for Staff				65,009.00	41,363.00	106,372.00
2	Contracts						
	Other-OHV park trash dump Notes : Rental and dump fees of trash bins for trash clean ups at Borax Bill Park and along trails in Cal City riding area.	12.000	2000.000	MOS	12,000.00	12,000.00	24,000.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
3	Materials / Supplies						
	Irrigation Parts Notes : Repairs to irrigation system in OHV Park and water faucets	1.000	2500.000	MISC	2,500.00	0.00	2,500.00
	Janitorial Notes : Restroom / Shower facility at OHV park - Janitorial Supplies	12.000	150.000	MOS	1,800.00	0.00	1,800.00
	Other-Signs	24.000	90.000	EA	2,160.00	0.00	2,160.00
	Other-Parts, replace batteries Solar Lig Notes : Misc repairs to solar lights for 12 months. Repairs due to wind, and routine maintenance.	12.000	100.000	MOS	1,200.00	0.00	1,200.00
	Total for Materials / Supplies				7,660.00	0.00	7,660.00
4	Equipment Use Expenses						
	Equipment Rental Notes : Equipment rental for Tail Maint.	3.000	4000.000	MOS	12,000.00	0.00	12,000.00
	Other-Fuel for Equip/Maint veh Notes : Fuel for rental equipment - in gallons	500.000	3.000	MISC	1,500.00	0.00	1,500.00
	Total for Equipment Use Expenses				13,500.00	0.00	13,500.00
5	Equipment Purchases						
6	Others						
7	Indirect Costs						
	Indirect Costs-Admin	200.000	48.000	HRS	4,800.00	4,800.00	9,600.00
Total Program Expenses					102,969.00	58,163.00	161,132.00
TOTAL DIRECT EXPENSES					102,969.00	58,163.00	161,132.00
TOTAL EXPENDITURES					102,969.00	58,163.00	161,132.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010
Agency: City of California City
Application: Ground Operations-Borax Bill Park and OHV routes (FINAL)

2/27/2010

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	65,009.00	41,363.00	106,372.00	
2	Contracts	12,000.00	12,000.00	24,000.00	
3	Materials / Supplies	7,660.00	0.00	7,660.00	
4	Equipment Use Expenses	13,500.00	0.00	13,500.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	4,800.00	4,800.00	9,600.00	
Total Program Expenses		102,969.00	58,163.00	161,132.00	
TOTAL DIRECT EXPENSES		102,969.00	58,163.00	161,132.00	
TOTAL EXPENDITURES		102,969.00	58,163.00	161,132.00	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No
(Please select Yes or No)

ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

This particular OHV riding area was originally designed as a residential neighborhood. There are several neighborhoods interlinked together to form this specific "Second Community". The Second Community is a master planned community and designed to accommodate a large population. There are no wetlands or navigable waters in the project area. The original designers constructed streets in a regular city grid throughout the area and are compliant with EIR at time of construction.

ITEM 5 - Cumulative Impacts of this Project

The riding area consists of a network of existing city streets. Many of these streets are bladed dirt roads. The terrain is mainly flat and there are no known slopes or erosive soils that would be impacted by traveling on the city routes.

ITEM 6 - Soil Impacts

The regular traffic and OHV traffic on these routes have not had any substantial soil erosion. Monitoring by City Engineers and Street Department on all routes are routine and no significant effects of OHV use have been noticed.

ITEM 7 - Damage to Scenic Resources

The existing dirt streets are in an area not visible from any state scenic highway. The riding area is surrounded by small hills on two sides and elevated terrain on the remaining two sides. The riding area is approximately 15 miles from the main highway.

ITEM 8 - Hazardous Materials

- Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

There isn't any historical or cultural resources that would be affected by this project.

ITEM 10 - Indirect Significant Impacts

The vast riding area can accommodate additional users. At the peak holiday weekends, the use is only 25 % of capacity. The maintenance of trails and facilities at Borax Bill Station would tend to lead to additional use around the facilities but not significant to be of any concern.

CEQA/NEPA Attachment

Attachments:

[Notice of Exemption](#)

Evaluation Criteria

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the cost of the Project covered by the Applicant is 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ☐ 76% or more (10 points)
☐ 51% - 75% (5 points)
☒ 26% - 50% (3 points)
☐ 25% (Match minimum) (No points)

2. Failure to Complete - Q 2.

2. Failure to complete the Project would result in: 8

(Check all that apply) : Maximum of 8 points (Please select applicable values)

- ☒ Loss of OHV Opportunity (6 points)
☐ Negative impact to cultural sites (2 points)
☒ Damage to special-status species or other sensitive habitat (2 points)
☒ Potential trespass (2 points)
☐ Additional damage to Facilities (1 point)

Explain each statement that was checked

The City has supported OHV recreation for 30+ years. Over the recent years, visitation has dramatically increased. The City has implemented a small permit program in which some revenue is generated. It can only increase in small increments. Without Grant money to support the program, the annual resolution allowing OHV recreation within the City limits would be in jeopardy if the program could not sustain itself.

The City borders the DTNA and without daily patrols along this border, increase intrusion into the sensitive area would be likely. The project would increase the amount of signage on trails near the area to ensure OHV's are routed away from sensitive areas.

Trespassing is a common complaint that has been reduced with signage and patrols. Complaints from property owners used to be daily, but are now sporadic. Clear signage and ongoing repairs of signs and trail markers would make obvious the trails near problem areas. This project would help re-route potential trespassers away.

3. Sustain OHV Opportunity - Q 3.

3. The Project would sustain OHV Opportunity by 10

(Check all that apply) (Please select applicable values)

- ☒ Maintaining trail or road tread (5 points)
☐ Installing or repairing erosion control features (3 points)
☒ Providing traffic control and/or educational signage (3 points)
☒ Maintaining multi use (ATV, Dirt Bikes, 4x4, etc) (1 point)
☒ Providing varied levels of riding difficulty (1 point)

Explain each statement that was checked

G.O. would maintain dirt routes where OHV use is permitted. Equipment would be rented to address major repairs and hand-crews would repair minor repair spots.

Grant would install additional signage along routes and boundaries of the OHV riding area. Warning signs would be posted when near sensitive areas or private property concerns,

City currently allows all OHV recreation on its designated trails. It includes bikes, quads, 4x4 trucks, san rails, jeeps, and RUV's.

Access to varied levels of riding difficulty would be maintained through the grant by placing signage and maintaining trail access.

4. Public Input - Q 4.

4. The Project was developed with public input employing the following 2

(Check all that apply) : Maximum of 2 points (Please select applicable values)

- ☒ Publicly noticed meeting(s) with the general public to discuss Project (1 point)
☐ Conference call(s) with interested parties (1 point)
☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

City council meetings, DIRT membership meetings, and Friends of Jawbone meetings had discussions on needs relating to OHV recreation in California City.

5. Utilization of Partnerships - Q 5.

5. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 4

(Check the one most appropriate) (Please select one from list)

- ☒ 4 or more (4 points) ☐ 2 to 3 (2 points)
☐ 1 (1 point) ☐ None (No points)

List partner organization(s):

Friends of Jawbone, California City Clean-up committee, Local High School student volunteers, and announced trail clean-ups on local web-sites (Thumper-talk) Volunteers in Public Service (VIPS), Explorer Scouts, and California City Reserve Officers have agreed to assist in this project. All except for the Local High School volunteers have participated in the past.

6. Impact to Natural and Cultural Resources - Q 6.

6. The Project will avoid and/or minimize impact to natural and cultural resources by 7

(Check all that apply) : Maximum of 7 points (Please select applicable values)

- ☐ Maintaining physical barriers to control OHV use (1 point)
☐ Protecting water quality (1 point)
☐ Providing bridges instead of wet crossings where appropriate (1 point)
☐ Protecting special-status species (1 point)
☐ Re-routing trails to divert away from riparian/wetlands areas (1 point)
☐ Providing sanitary facilities (1 point)
☐ Protecting cultural site(s) (1 point)
☒ Site design precludes the need for the above measures (7 points)

Explain each statement that was checked

Trails are City streets that are dirt roads that are free from disturbing natural and cultural resources. City trails were engineered in 1960's and go around Desert Tortoise Preserve area and avoid dry wash areas. There are no wetlands or wet crossing concerns in our riding area. The project will maintain existing Restroom/shower facility for the 180 square mile riding area. There are no cultural sites in the riding area. The entire riding system makes it an ideal place because it naturally avoids the only special species concern.

7. Recycled Materials - Q 7.

7. The Project incorporates recycled materials by utilizing

(Check all that apply) (Please select applicable values)

- ☐ Barrier materials which include recycled content or materials obtained onsite (1 point)
- ☐ Signs, sign posts or education kiosks which use products with recycled content (1 point)
- ☐ Erosion control features which use materials with recycled content (1 point)
- ☐ Paper used for trail maps which includes recycled content (1 point)
- ☐ Other products with recycled content (Specify) (1 point)

8. Sustainable Technologies - Q 8.

8. The Project makes substantial use of sustainable technologies such as 4

- Alternative fuel vehicles and equipment
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Low flow plumbing fixtures
- Water efficient landscaping

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (4 points)

Explain 'Yes' response

Costs included with this project include maintaining solar lighting throughout Borax Bill Park, the maintenance of natural desert landscaping, and the shower/restroom building which was constructed to be energy efficient.

9. Motorized Access - Q 9.

9. The Project improves and/or maintains facilities that provide motorized access to the following non-motorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Camping | <input type="checkbox"/> Birding |
| <input type="checkbox"/> Hiking | <input checked="" type="checkbox"/> Equestrian trails |
| <input type="checkbox"/> Fishing | <input type="checkbox"/> Rock Climbing |
| <input checked="" type="checkbox"/> Other (Specify) [Sports canine trials] | |